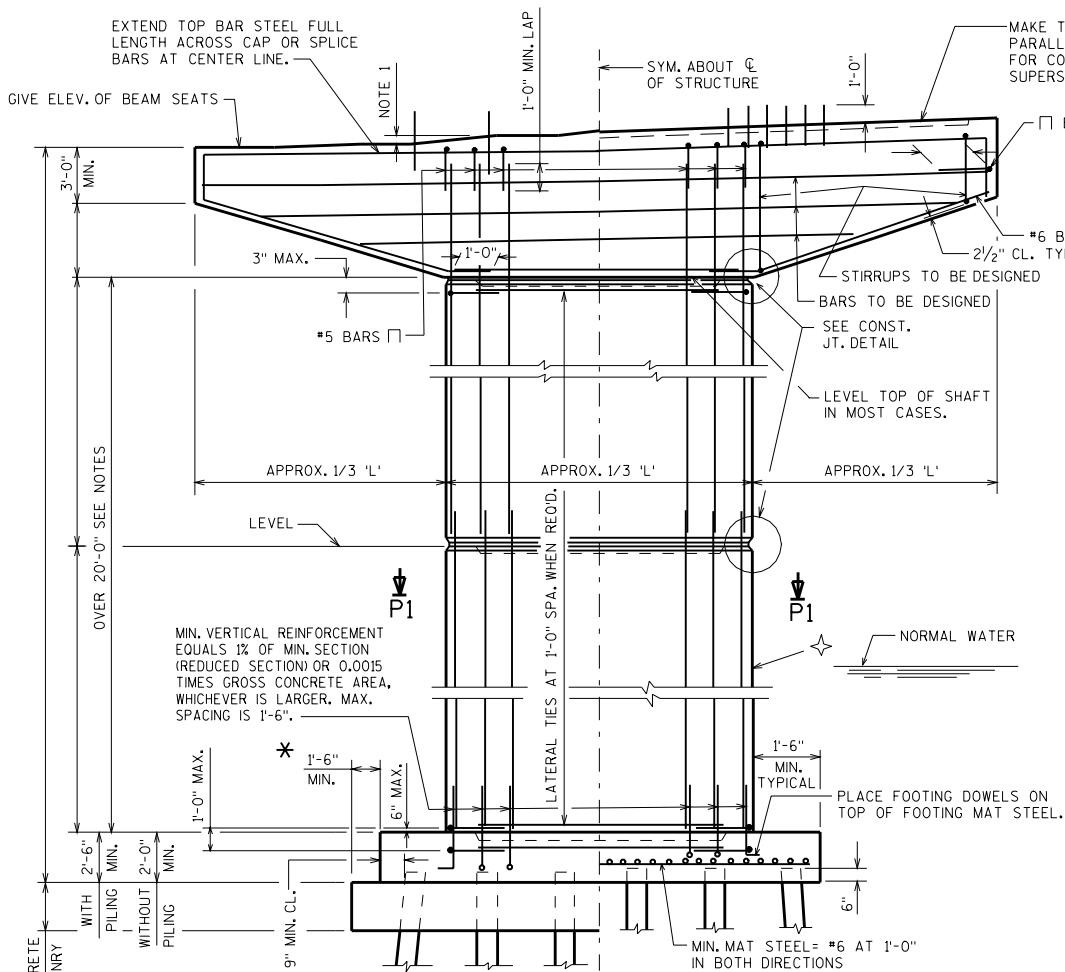


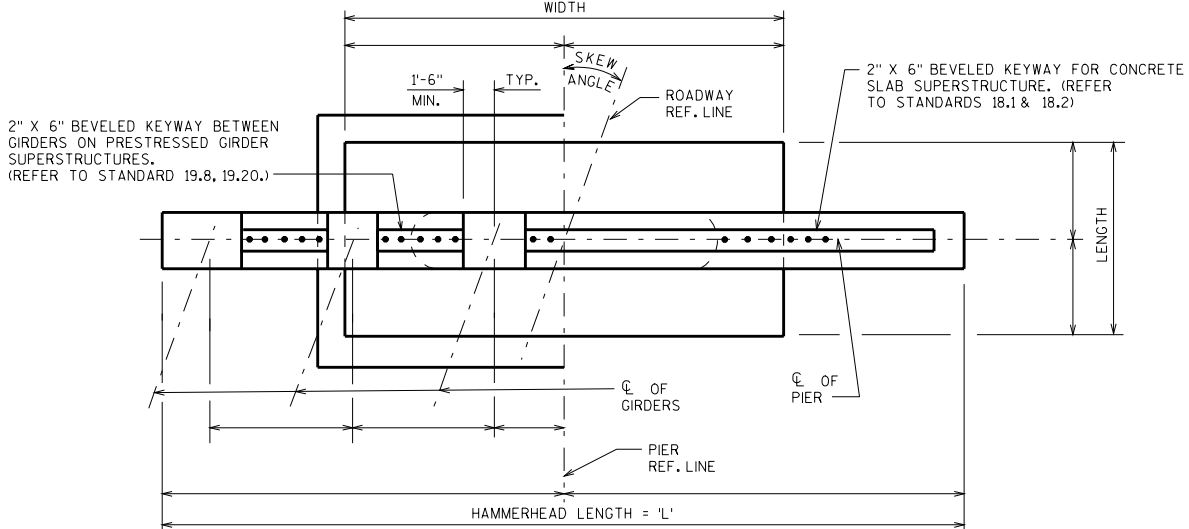
GIRDER STRUCTURES

CONCRETE SLAB STRUCTURES

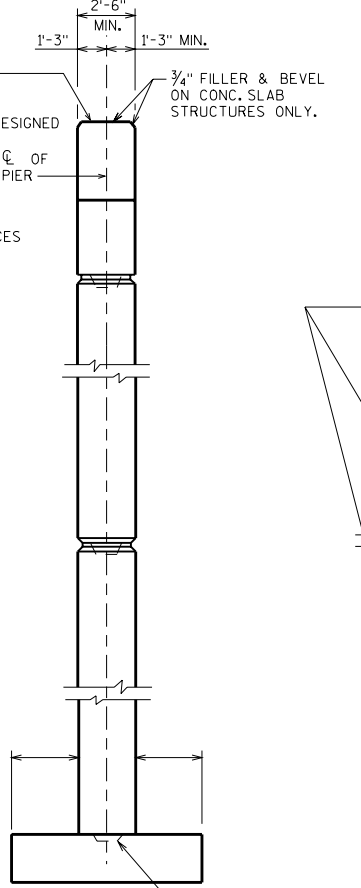


ELEVATION

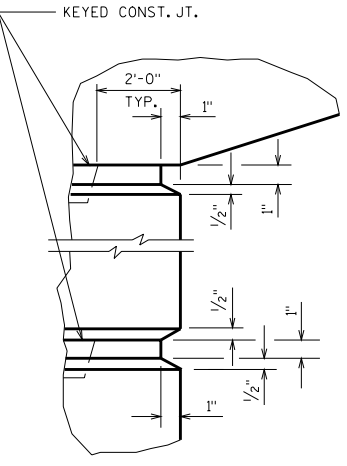
LOOKING UP STATION



PLAN

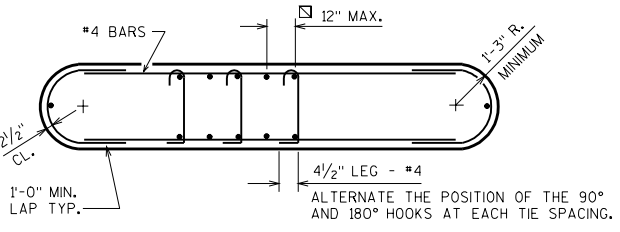


END VIEW

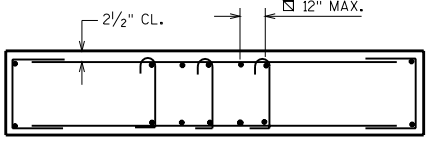


CONST. JT.

DETAIL



SECTION P1



ALTERNATE SECTION P1

GENERAL NOTES

NOTE 1 MINIMUM STEP TO BE 0.02 FT. FOR ELASTOMERIC BEARING PADS AND 0.04 FT. FOR STEEL BEARINGS, IF LESS, DETAIL ELASTOMERIC BEARINGS AT SAME ELEVATION (LOWER ONE) OR DETAIL STEEL SHIM PLATE FOR STEEL BEARING. SHOW LOCATION AND SIZE OF SHIM IN "PLAN VIEW". AT THE DESIGNERS OPTION A SLOPE MAY BE USED BETWEEN BEAM SEATS.

ALL BAR SPLICES TO BE BASED ON "CLASS C" TENSION LAP SPLICE.

OPTIONAL KEYED CONSTRUCTION JOINTS IN SHAFT SHALL BE PLACED APPROXIMATELY 2'-0" ABOVE NORMAL WATER ELEVATION. OPTIONAL KEYED CONSTRUCTION JOINT IN SHAFT SHALL BE USED IN ORDER THAT MAXIMUM HEIGHT OF POUR DOES NOT EXCEED 20 FEET. RUSTICATIONS SHOWN IN "CONST. JT. DETAIL" MAY BE OMITTED AT THE OPTION OF THE DESIGNER.

KEYED CONSTRUCTION JOINTS SHALL BE FORMED BY BEVELED KEYWAY 4" DEEP X 1/3 THICKNESS OF SHAFT X 4'-0" LESS THAN LENGTH OF SHAFT.

A STANDARD SHAFT TAPER OF 10% MAY BE USED AT THE OPTION OF THE DESIGNER. (LATERAL DIRECTION ONLY)

SHAFT MAY BE TAPERED IN ONE OR TWO DIRECTIONS WHEN REQUIRED FOR STRUCTURAL REASONS.

A NON-STANDARD SHAFT CROSS-SECTION, SHAPE, OR TAPER, NOT REQUIRED FOR STRUCTURAL REASONS, MAY BE USED ONLY WITH THE APPROVAL OF THE STRUCTURES DESIGN SECTION.

SEE BRIDGE MANUAL FOR ADDITIONAL REINFORCING STEEL IN BEARING AREA FOR BEAM SEATS OF NON-SLOPED CAPS THAT ARE 4 INCHES OR MORE ABOVE THE LOWEST BEAM SEAT.

INCREASE THIS DIMENSION IF NECESSARY TO PREVENT BATTERED PILES FROM DRIVING INTO SHEET PILING.

THIS MAXIMUM SPACING APPLIES ONLY WHEN THE VERTICAL REINFORCEMENT IS 1% OR MORE OF THE GROSS CONCRETE AREA. VERTICAL REINFORCEMENT NEED NOT BE ENCLOSED BY LATERAL TIES IF VERTICAL REINFORCEMENT AREA IS LESS THAN 0.01 TIMES GROSS CONCRETE AREA AND VERTICAL REINFORCEMENT IS NOT REQUIRED AS COMPRESSION REINFORCEMENT.

SEE STANDARD 13.1 FOR MINIMUM OFFSETS FROM BEARINGS TO SIDES OF CAP AND TO ADJACENT BEARING SEAT STEPS.

EPOXY COAT BAR STEEL DOWN TO TOP OF FOOTINGS IN ALL PIERS UNDER EXPANSION JOINTS & MEDIAN PIERS AT GRADE SEPARATIONS WHERE ADT UNDER THE BRIDGE IS GREATER THAN 3500.

HAMMERHEAD PIER

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
STRUCTURES DEVELOPMENT SECTION

APPROVED: *Stanley A. Wroble*

DATE:  
1/03